

**I. Listing of Claims**

## CLAIMS:

1. (Currently Amended) An air-bag unit for a vehicle seat having a squab and a back-rest, the back-rest including a frame covered with upholstery, the air-bag unit comprising: an inflatable air-bag connected to an inflator to inflate the air-bag upon deployment of the air-bag unit; and a mounting bracket, the air-bag unit being mounted to the back-rest frame via the mounting bracket so as to be located inboard of part of the frame with the inflator being positioned to direct gas into the air-bag in a generally forward direction relative to the back-rest [[,]] such that the deployment of the air-bag unit will cause the air-bag to inflate so that at least part of the air-bag lies between the frame and an occupant of the vehicle seat; wherein the air-bag unit is mounted such that the inflator is located adjacent a rear-most region of the frame so that a significant length of the air-bag bears against the frame as the air-bag is inflated upon the deployment, urging the airbag towards the occupant.
  
2. (Previously Presented) An air-bag unit according to claim 1, wherein the air-bag unit further comprises a cover within which the air-bag is initially packed, the cover defining a break-line configured to break upon the deployment of the air-bag such that the inflating air-bag bursts out of the cover; the cover being configured such that a part of the cover engages the back-rest frame upon inflation of the air-bag so as to extend substantially forwardly of the frame and to define a support against which the air-bag bears upon inflation.

3. (Previously Presented) An air-bag unit according to claim 2, wherein the part of the cover is configured to engage the frame so as also to extend inboard of the frame.

4. (Previously Presented) An air-bag unit according to claim 2, wherein the part of the cover comprises a reinforcing rib.

5. (Previously Presented) An air-bag unit for a vehicle seat according to claim 1, wherein the air-bag unit comprises an inner air-bag and an outer air-bag, the inner air-bag being provided inside the outer air-bag, and both the inner and outer airbags being connected to the inflator so that the inner and outer air-bags are both inflated together upon the deployment of the air-bag unit.

6. (Previously Presented) An air-bag unit for a vehicle seat according to claim 5, wherein the outer air-bag is larger than the inner air-bag in that the outer air-bag extends further forwards from the inflator when fully inflated as compared with the inner air-bag.

7. (Previously Presented) An air-bag unit for a vehicle seat according to claim 5, wherein the inner and outer air-bags are initially provided in a packed condition in which the inner bag and at least part of the outer bag are folded

together in a substantially zigzag manner about fold lines lying substantially parallel to a major axis of the back-rest extending away from the squab.

8. (Previously Presented) An air-bag unit for a vehicle seat having a squab and a back-rest, the back-rest including a frame covered with upholstery, the air-bag unit comprising: an inflatable air-bag connected to an inflator to inflate the air-bag upon deployment of the air-bag unit; the air-bag unit being mounted to the back-rest frame so as to be located inboard of part of the frame with the inflator being positioned to direct gas into the air-bag in a generally forward direction relative to the back-rest, such that the deployment of the air-bag unit will cause the air-bag to inflate so that at least part of the air-bag lies between the frame and an occupant of the vehicle seat, the air-bag unit mounted such that the inflator is located adjacent a rear-most region of the frame so that a significant length of the air-bag bears against the frame as the air-bag is inflated upon the deployment, wherein the air-bag unit comprises an inner air-bag and an outer air-bag, the inner air-bag being provided inside the outer air-bag, and both the inner and outer airbags being connected to the inflator so that the inner and outer air-bags are both inflated together upon the deployment of the air-bag unit, and wherein the inner and outer air-bags are initially provided in a packed condition in which the inner bag and at least part of the outer bag are spirally rolled together about a major axis of the back-rest extending away from the squab.

9. (Previously Presented) An air-bag unit for a vehicle seat having a squab and a back-rest, the back-rest including a frame covered with upholstery, the air-bag unit comprising: an inflatable air-bag connected to an inflator to inflate the air-bag upon deployment of the air-bag unit; the air-bag unit being mounted to the back-rest frame so as to be located inboard of part of the frame with the inflator being positioned to direct gas into the air-bag in a generally forward direction relative to the back-rest, such that the deployment of the air-bag unit will cause the air-bag to inflate so that at least part of the air-bag lies between the frame and an occupant of the vehicle seat, the air-bag unit mounted such that the inflator is located adjacent a rear-most region of the frame so that a significant length of the air-bag bears against the frame as the air-bag is inflated upon the deployment, wherein the air-bag unit comprises an inner air-bag and an outer air-bag, the inner air-bag being provided inside the outer air-bag, and both the inner and outer airbags being connected to the inflator so that the inner and outer air-bags are both inflated together upon the deployment of the air-bag unit, wherein the inner and outer air-bags are initially provided in a packed condition in which the inner bag and at least part of the outer bag are folded together in a substantially zigzag manner about fold lines lying substantially parallel to a major axis of the back-rest extending away from the squab, and wherein part of the outer air-bag extending past the forwardmost extent of the inner air-bag is initially spirally rolled about an axis substantially parallel to the axis of the back-rest extending away from the squab.

10. (Previously Presented) An air-bag unit for a vehicle seat according to claim 8, wherein part of the outer air-bag extending past the forwardmost extent of the inner air-bag is initially folded in a substantially zig-zag manner about fold lines lying substantially parallel to the axis of the back-rest extending away from the squab.

11. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 1, wherein the air-bag unit comprises a single air-bag having two inflatable chambers including a first and a second chamber, the first the first chamber being located immediately adjacent the inflator, and the second chamber being located forwardly of the first chamber so as to be spaced from the inflator by the first chamber, the air-bag being configured such that upon deployment of the air-bag unit, the first chamber is inflated substantially fully before the second chamber begins to inflate substantially.

12. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 11, wherein the first and second chambers are separated by a tear-seam configured to rupture when the first chamber becomes inflated to a predetermined gas pressure, so as to then allow the second chamber to be inflated.

13. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 11, wherein the first and second chambers are separated by a seam

having one or more apertures along the length of the seam to allow the passage of gas therethrough upon deployment of the air-bag unit.

14. (Withdrawn) An air-bag arrangement of a vehicle seat according to claim 11, wherein a vent hole is provided in the air-bag in the region of a forwardmost part of the second chamber.

15. (Withdrawn) An air-bag arrangement for seat according to claim 1, wherein the air-bag unit comprises a single air-bag configured such that a forwardmost region of the air-bag remote from the inflator is folded inwardly of itself to define a re-entrant portion.

16. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 15, wherein adjacent regions of the re-entrant portion of the air-bag are initially stitched together by stitching to define a tear-seam configured to tear upon deployment of the air-bag unit.

17. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 11, wherein the air-bag is initially provided in a packed condition in which at least part of the air-bag is folded in a substantially zigzag manner about fold lines lying substantially parallel to a major axis of the back-rest extending away from the squab.

18. (Previously Presented) An air-bag unit for a vehicle seat according to claim 9, wherein the air-bag is initially provided in a packed condition in which at least part of the air-bag is initially spirally rolled about the major axis .

19. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 1, wherein the air-bag unit comprises an inboard air-bag and an outboard air-bag, the inboard air-bag being located inboard of the outboard air-bag and the outboard air-bag being located between the inboard air-bag and the region of the frame, both of the inboard air-bag and the outboard air-bag being connected to the inflator.

20. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 19, wherein the inboard and outboard air-bags are sized such that the inboard air-bag extends a greater distance between the region of the frame and the seat occupant as compared with the outboard air-bag.

21. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 19 , wherein the inboard and outboard air-bags are sized such that the outboard air-bag extends further from the inflator than the inboard air-bag when the two air-bags are fully inflated upon deployment of the air-bag unit.

22. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 19, wherein the inboard and outboard air-bags are initially provided in a packed condition in which the inboard bag and at least part of the outboard

air-bag are folded together in a substantially zigzag manner about fold lines lying substantially parallel to a major axis of the back-rest extending away from the squab.

23. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 19, wherein the inboard and outboard air-bags are initially provided in a packed condition in which the inboard bag and at least part of the outboard bag are spirally rolled together about an axis substantially parallel to a major axis of the back-rest extending away from the squab.

24. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 22, wherein part of the outboard air-bag extending past the forwardmost extent of the inboard air-bag is initially spirally rolled about an axis substantially parallel to the axis of the backrest extending away from the squab.

25. (Withdrawn) An air-bag arrangement for a vehicle seat according to claim 23, wherein part of the outboard air-bag extending past the forwardmost extent of the inboard air-bag is initially folded in a substantially zig-zag manner about fold lines lying substantially parallel to a major axis .

26. (Previously Presented) An air-bag unit according to claim 8, wherein the air-bag unit further comprises a cover within which the air-bag is initially packed, the cover defining a break-line configured to break upon the

deployment of the air-bag such that the inflating air-bag bursts out of the cover; the cover being configured such that a part of the cover engages the back-rest frame upon inflation of the air-bag so as to extend substantially forwardly of the frame and to define a support against which the air-bag bears upon inflation.

27. (Previously Presented) An air-bag unit according to claim 26, wherein the part of the cover is configured to engage the frame so as also to extend inboard of the frame.

28. (Previously Presented) An air-bag unit according to claim 26, wherein the part of the cover comprises a reinforcing rib.

29. (Previously Presented) An air-bag unit for a vehicle seat according to claim 8, wherein the outer air-bag is larger than the inner air-bag in that the outer air-bag extends further forwards from the inflator when fully inflated as compared with the inner air-bag.

30. (Previously Presented) An air-bag unit according to claim 9, wherein the air-bag unit further comprises a cover within which the air-bag is initially packed, the cover defining a break-line configured to break upon the deployment of the air-bag such that the inflating air-bag bursts out of the cover; the cover being configured such that a part of the cover engages the back-rest frame upon inflation of the air-bag so as to extend substantially

forwardly of the frame and to define a support against which the air-bag bears upon inflation.

31. (Previously Presented) An air-bag unit according to claim 30, wherein the part of the cover is configured to engage the frame so as also to extend inboard of the frame.

32. (Previously Presented) An air-bag unit according to claim 30, wherein the part of the cover comprises a reinforcing rib.

33. (Previously Presented) An air-bag unit for a vehicle seat according to claim 9, wherein the outer air-bag is larger than the inner air-bag in that the outer air-bag extends further forwards from the inflator when fully inflated as compared with the inner air-bag.